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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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INFORMATION REPORT INFORMATION

The shipbuilding and repair shippard STRALSUND fulfilled its repair program 130% in 1956. In repairing coast motorships they used a new fusing method by which the repair time was reduced to one-half.

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2. The NEPTUN Shipyard

At the present time there is a shortage of both the necessary sheet steel and plates that are necessary for manufacturing hulls. Quite a few shipyard workers were transferred to factories in the heavy industry already some weeks ago.

At the present time the shipyard's electro-welders work in the lignite concern BÖHLEN (15) and in the lignite mine GROSS-ZÖSSEN (12).

3. The WARNOW Shipyard

For the operation of each of the 24 trolleys in the WARNOW Shipyard's cable-crane (translated directly) 3 men are needed, in other words a total of 72 men, and in addition 72 assistant workers are needed. The crane can only be used lengthwise, not crosswise.

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1. ROSTOCK

The 1 10,000 tons ships of which the two first ones, "Frieden" and "Völkerfreundschaft," were supposed to be delivered already in November/December 1956 are still lying alongside the equipment quay at "Warnow-Werft." Since the final date for delivery has not been maintained, the "Warnow-Werft"s equipment quay has great difficulties. At best 3 large ships can be equipped at the same time. Therefore, the shippard management cannot find any way out of the coming difficulties which will arise because the shipbuilding is continuing, and the next deadlines for launching must be kept.

2. WARNOW-WERPT

There is an unusually big shortage of materials. A big part of the workers have taken leave or are going to. The shippard's carpenter shop is advertising in the newspapers for orders from other firms. The shortage of steel is felt the most. Only one 10,000 tens ship is completed and can be launched in March 1957. The other three slipways are empty.

Due to the shortage of materials, the delivery firm in Halberstadt cannot make deliveries.

4 of the 6 necessary engines have been built into one of the four 10,000 tens ships.

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1. The Elben Shipyard, ROSSLAU

The "wing boats" (translated literally from "baereplanbaade", of light-alloy metal built at the Elben Shipyard in Rosslau near DESSAU which have been described as the fastest boats in this class in the world have not lived up to the expectations.

The trial runs were made with boats without armament. Later it appeared that the boats are too light to carry equipment such as radio, a heavy machinegune, etc. The "wing boats" were supposed to have been used by the coast guard.

The ROSSLAU Shipyard's construction department has been ordered to start making new designs.

2. Volkswerft, STRALSUND

420 luggers have been built at Volkswerft, Stralsund, up to now. In 1957 they will only use 2 months for the completion of a lugger. In December 1956 the Volkswerft received orders

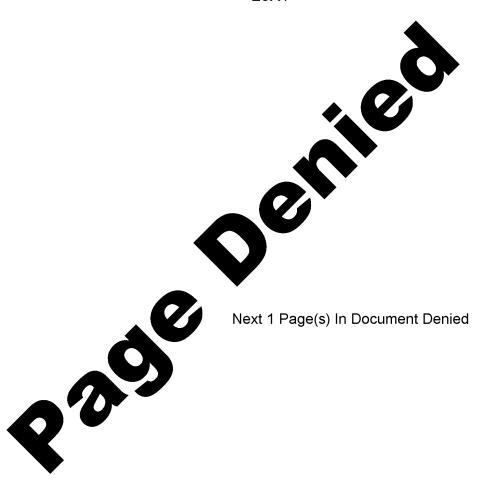
3. The NEPTUN Shipyard, ROSTOCK

In order to keep up the continual dredging between STETTIN and SWINEMUNDE, a special dredge that only is going to be used in this fairway has been built at the Neptun Shipyard.

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